

A variety of mitigation methods can effectively reduce traffic noise impacts. For example, noise impacts from long-term operation of the project can be reduced with traffic-control measures and by acquiring land as buffer zones, realigning the roadway, and constructing noise barriers. None of the proposed alternatives are expected to cause substantial increases in noise or create traffic noise levels greater than the noise abatement criteria at nearby noise-sensitive locations. Therefore, long-term mitigation measures would not be required.

The following mitigation measures must be considered at all construction locations. Construction activities near noise-sensitive areas including the heron rookery, the condominium complexes near the Sammamish River, and the open space and trails would be mitigated in the following ways, where practical:

- Timing construction to occur outside the heron breeding season (February 15 through-May 15, or as determined through field observation).
- Limiting noisier construction activities to between 7 a.m. and 10 p.m. to comply with Ecology noise regulations and reduce construction noise impacts during sensitive nighttime hours.
- Equipping construction equipment engines with adequate mufflers, intake silencers, and engine enclosures, to reduce noise by 5 to 10 dBA (EPA, 1971).
- Specifying the quietest equipment available, to reduce noise by 5 to 10 dBA.
- Turning off construction equipment during prolonged periods of nonuse.
- Requiring contractors to maintain all equipment and train their equipment operators to reduce noise levels and increase operational efficiency.
- Locating stationary equipment away from the heron rookery and other receiving properties wherever possible.
- Routing construction trucks further from sensitive receptors, when possible.

### ***Significant Unavoidable Adverse Impacts***

No significant unavoidable adverse impacts to noise-sensitive receptors are expected.

## **Land Use**

This section documents existing plans and policies that relate to development within the project area. These plans and policies include the Redmond Comprehensive Plan (RCP), various transportation plans, zoning ordinances, and other plans that specify how development should occur. The proposed project is evaluated for its consistency with these plans.

### ***Affected Environment***

The proposed project is located in the southwest portion of the City of Redmond's Downtown Center planning area. This area consists primarily of urban land uses, including commercial, retail, and industrial buildings with high-density urban facilities and infrastructure. The southeastern portion of the project area near Bear Creek

Parkway consists primarily of two parcels under Redmond Town Center (RTC) open space designation. A heron rookery (nesting site) currently occupies another City-owned open space parcel north of Leary Way. The former King County maintenance shop site (also now City-owned) is located on the south side of the Burlington Northern Santa Fe (BNSF) Railroad, and a tavern is located to the west between Bear Creek Parkway and Leary Way.

The area west of Leary Way and south of the BNSF Railroad contains a variety of retail and commercial land uses immediately adjacent to 159th Place NE. A fast food restaurant, a sign shop, a floor shop, auto body shops, a carpet store, small offices, and warehouse/storage facilities are found in this area. The City of Redmond's Slough House Park is located at the south end of 159th Place NE near the intersection with Leary Way. The Sammamish River Trail follows the Sammamish River at the southern end of the project area, and apartment and condominiums are located west of the river.

North of the BNSF Railroad, land uses are also primarily retail and commercial. Retail stores and a transmission shop are located on the north side of the railroad, between 160th Avenue NE and 162nd Avenue NE. Restaurants and offices are found to the west of 160th Avenue NE. Retail shopping, a cycle shop, an office products store, a gas station, and a fast food restaurant are located near 161st Avenue NE and NE 80th Street.

Like most Puget Sound cities, Redmond has been experiencing increased growth and development in recent years. The city has over 46,000 residents, and expects to add nearly 20,000 more by 2022 (City of Redmond, 2003d). The downtown area has added over 1.5 million square feet of commercial space and over 400 multi-family residences since 1993. Proposed development applications would add 250 additional multi-family residences in the downtown area (City of Redmond, 2003e).

This growth and development has resulted in a more diverse mixture of uses in the downtown area and the addition of major retail shopping areas. Although new development has attracted more interest in the downtown area, it has also changed the character of existing uses, altered downtown landscaping, and increased traffic traveling to and through downtown. City staff are currently updating the RCP to address these issues and provide additional guidance for future development. A map of RCP land uses is provided in Figure 3.6.

## **Zoning Designations**

The project area crosses several zones in the downtown City Center area. The City Center zones identified in the City's Community Development Guide (CDG) are described below:

The CC-1 district provides for a full range of retail uses such as specialty and comparison shopping, eating and entertainment establishments, general and professional services, and residential uses. The district is intended to continue the City's historic role as a center of commerce, culture and civic life.

The CC-2 district is intended to provide for a major regional shopping center facility and associated uses such as offices, other retail activities, residential, theaters, and a hotel.

The CC-3 district provides for retail stores and services likely to be visited for everyday needs, such as grocery stores, restaurants, drug stores, dry cleaners, florists and similar uses. Residential and service uses are also allowed.

The CC-4 district provides for a range of employment such as financial and professional services, public administrative offices, health services, and other activities normally conducted in multi-story office structures. In addition to being an employment intense area, the district is intended to provide for supporting retail, service, residential and entertainment uses located within walking distance of each other. Residential uses are allowed and encouraged in mixed-use projects, with ground floor retail shops or offices below the residential units. Retail uses are permitted on the ground floor throughout this district.

The CC-5 district encourages an eventual transition to mid-rise office uses, to add to the City Center neighborhood's employment base. It also provides continued opportunities for automobile and boat sales, some retail uses, and residential uses.

The CC-6 district encourages and provides for quieter, moderate-density residential environments within walking distance to jobs, transit, retail, entertainment, and personal services. Professional services in buildings of residential design character are also allowed in the district.

The proposed project build alternatives would affect parcels zoned as CC-1, CC-2, CC-4, CC-5 and CC-6. Zoning in the project area is shown in Figure 3.7.

## **Relationship to Plans and Policies**

This section describes local and regional plans and policies that guide development in the project area. The proposed Bear Creek Extension project's consistency with each plan's goals and objectives is also discussed.

### **Redmond Comprehensive Plan**






The RCP, prepared in 1995, intends to guide growth and development within the city over the next twenty years. The plan includes goals and policies on several elements affecting the city's future including: conservation and natural environment, land use, housing, transportation, utilities, capital facilities, human services, parks and recreation, neighborhoods, city center, annexation and intergovernmental planning, economic development, historic and cultural resources, and the Shoreline Master Program. In addressing these elements, the plan intends to comply with the State Growth Management Act (GMA) and includes the City's general and specific goals and objectives. As indicated above, the Redmond 2022 Plan will update the current RCP to provide guidance in future years.

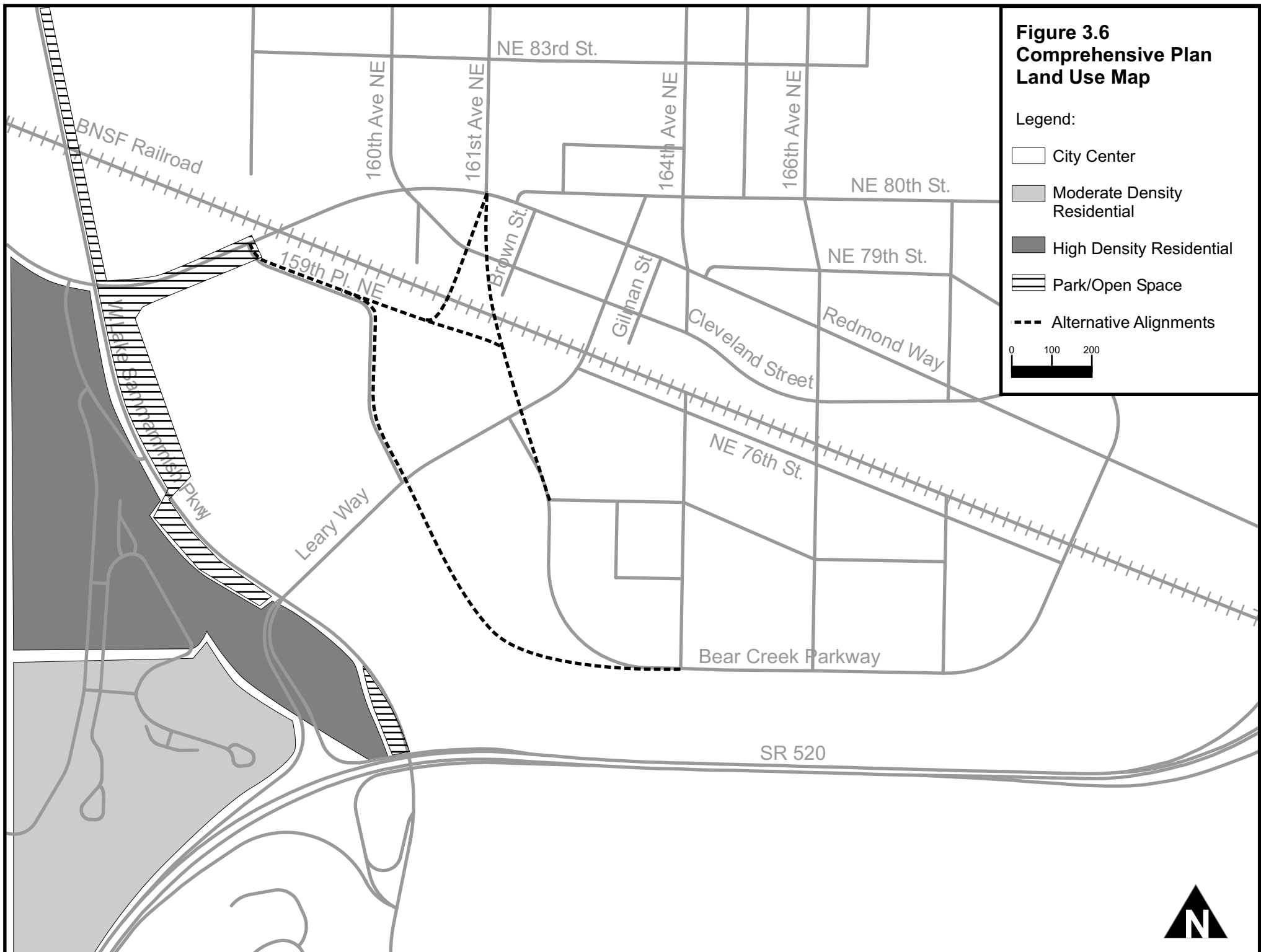
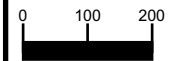
### **Redmond Downtown Transportation Plan**

The Redmond Downtown Transportation Master Plan (DTMP) defines design concepts and provides guidance for future transportation improvements downtown. It is part of a three-stage planning process for transportation in the City. This plan was completed in 2002 (City of Redmond, 2003a) and will be followed by an update to the transportation element of the RCP and preparation of the Redmond Transportation Master Plan (later in 2004), which is intended to extend transportation planning throughout the City. The DTMP includes several improvement action items:

**Figure 3.6**  
**Comprehensive Plan**  
**Land Use Map**

Legend:

-  City Center
-  Moderate Density Residential
-  High Density Residential
-  Park/Open Space
-  Alternative Alignments



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- Acquiring the BNSF Railroad right-of-way
- Improving pedestrian mobility on downtown streets
- Providing additional north-south street crossings for the railroad corridor
- Improving traffic circulation and access by converting the existing one-way couplet to two-way traffic and the proposed extension of the Bear Creek Parkway
- Cooperating with WSDOT on design improvements for SR 520
- Increasing on-street parking and improving parking management

The Redmond City Council identified the Bear Creek Parkway Extension project as the highest priority project on this list.

### **Redmond Six-Year Transportation Improvement Program (TIP)**

The Six-Year Transportation Improvement Plan (TIP) is a short-range planning document that is updated annually based on the needs and policies identified through the comprehensive planning process. It includes a complete list of planned projects for the next six years, consistent with growth management requirements. The Bear Creek Parkway Extension project is on the TIP list of needed street improvement projects.

### **Redmond Community Development Guide**

The Redmond Community Development Guide (CDG) includes the City's land use code and development regulations. It provides the basis for designating land use zones, applying development and shoreline requirements, and guiding development in areas that are presently outside the City but may be annexed subsequent to the adoption of the CDG.

### **King County Comprehensive Plan/Countywide Planning Policies**

The King County Comprehensive Plan and Countywide Planning Policies were developed to comply with the State Growth Management Act (GMA) and plan for the County's future. The Comprehensive Plan includes goals and policies to plan the direction of growth within the County over a twenty-year period. This plan addresses several elements including urban and rural land use, economics, housing, transportation, land use, and the natural environment. The Countywide Planning Policies provide direction to facilitate coordination between county and city governments in achieving planning goals. These policies are intended to help local jurisdictions assure consistency between county and city plans, as required by the GMA.

### **Puget Sound Regional Council (PSRC) Destination 2030 Plan**

The Puget Sound Regional Council (PSRC) *Destination 2030 Plan* is the Metropolitan Transportation Plan for the Puget Sound Region under *Vision 2020*, the overall growth management, economic and transportation strategy for the region. *Destination 2030* provides policies intended to improve regional mobility and access. It also addresses long-range transportation needs resulting from growth in the region. *Destination 2030* has five major objectives:

1. Make maintenance and preservation of existing transportation infrastructure and services a high priority'
2. Provide stronger links between the transportation system and land use development to encourage growth within defined urban growth areas, by making balanced investments in multimodal transportation improvements;
3. Identify and prioritize projects, programs and policies to improve all modes of transportation and keep up with growth;
4. Improve the region's financial capacity to fund needed improvements; and
5. Tailor recommendations at the sub-regional and corridor levels, in recognition of the region's social, physical and cultural diversity.

### **Growth Management Act**

The Washington State Growth Management Act (GMA) provides direction to county and city governments for planning and managing growth and development in their jurisdictions. The GMA requires local governments to cooperate in identifying urban growth areas, preparing comprehensive plans, and developing capital improvement programs. Under this direction, future growth is to be directed to and concentrated in urban areas where urban-level services and facilities are expected to be provided. The concurrency element of the GMA specifies that facilities, including transportation improvements, must be constructed or funded prior to beginning new development projects.

### **Consistency with Goals and Policies**

The proposed project would be generally consistent with the RCP goals and policies. The project would occur within an urban area and inside the Redmond Urban Growth Boundary. Goals in the RCP support the provision of urban transportation services in these areas. The proposed project would support these goals and land use goals that call for the provision of infrastructure to support future growth and development.

Under the Growth Management Act, the City of Redmond and King County coordinate to assure consistency with local planning efforts. Therefore, City goals are generally consistent with long-range County and regional goals for transportation improvements. The proposed project would facilitate compliance with these goals and policies by contributing to the overall transportation network envisioned in City and regional planning documents.

The RCP also includes provisions for planting street trees along urban arterials and replacing trees removed during construction. It calls for protecting open space areas and avoiding construction in environmentally sensitive areas. The proposed build alternatives would include mitigation measures to assure consistency with these policies.

Proposed improvements to Bear Creek Parkway are identified within the RCP, the DTMP, and the six-year Transportation Improvement Plan. These documents acknowledge the importance of improving the Bear Creek Parkway to accommodate future development plans for the downtown area. Each build alternative would be consistent with goal of extending and improving this arterial roadway. They would also be consistent with the goal of improving mobility in and around the city center. The No Action Alternative would not be consistent with these goals and policies.

**Figure 3.7  
Area Zoning Map**

Legend:

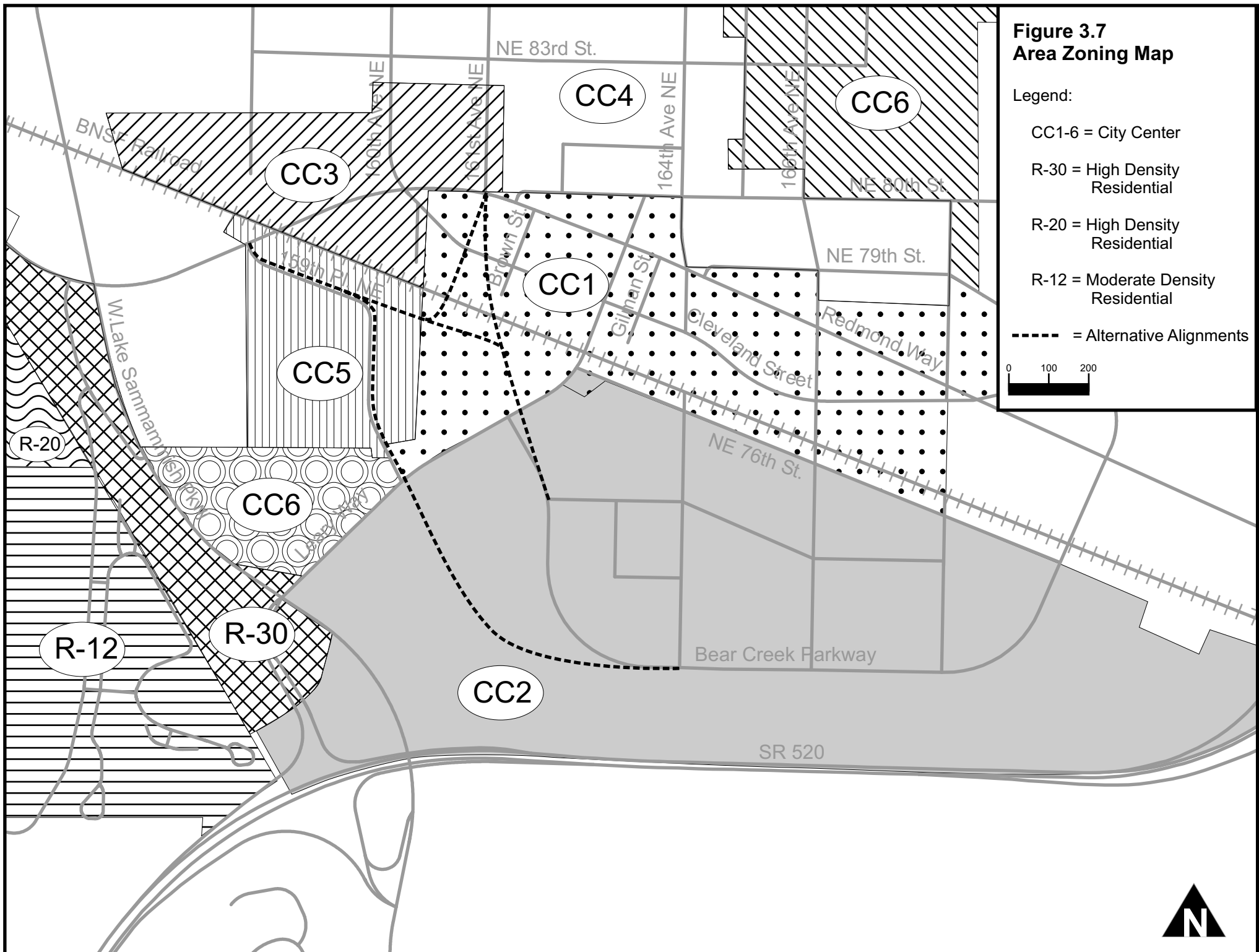
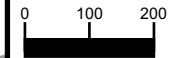
CC1-6 = City Center

R-30 = High Density  
Residential

R-20 = High Density  
Residential

R-12 = Moderate Density  
Residential

----- = Alternative Alignments





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These plans also include goals and policies intended to promote transit use and other alternatives to individual vehicles on city streets. Although transit vehicles would use the proposed project, the project would not directly provide transit-related facilities. Alternatives 3 and 4 would provide improved connections to the Redmond Park-and-Ride facility on 161st Avenue NE. All of the build alternatives would include sidewalks to accommodate pedestrian use. One of the primary purposes of the roadway is to facilitate traffic movement around the city center, thereby reducing vehicle congestion in the central area and allowing it to become a more pedestrian-friendly downtown. Thus, although the proposed project would not directly provide new facilities for transit or bicycles in the downtown core, it would provide a primary route for vehicle traffic to circumvent the downtown core and allow other downtown streets to better accommodate transit, pedestrian, and bicycle travel.

In summary, the proposed build alternatives would provide an extension that would facilitate overall goals for improving pedestrian and transit use downtown. The No Action Alternative would not support these goals because it would not provide the opportunity to reduce downtown traffic. With the No Action Alternative, traffic levels on city center streets are not expected to lower enough to act as a transition to the more pedestrian-friendly conditions envisioned within downtown plans.

## ***Environmental Impacts***

As discussed in Chapter 2, the City of Redmond currently owns the King County maintenance shop site, and this parcel is not considered under right-of-way acquisitions. It is assumed that the structures currently on this property will be removed prior to construction of any build alternatives. However, because the use of this parcel differs between build alternatives, it is discussed in this section.

### **No Action Alternative**

With the No Action Alternative, it is assumed that existing roadways would remain in their existing configuration and no new connections would be provided. Surrounding land uses would not be disturbed by potential construction activities associated with the build alternatives and would continue to be served by existing streets. Because the level of service is expected to decline as traffic increases in the City Center, local land uses for which ease of access and improved travel conditions are important would not benefit from the proposed improvements. This alternative would not serve future growth and would not support planned growth in the project area. Existing land uses would likely continue, and new development that might be promoted by the proposed roadway extension would not occur. No use of the King County maintenance shop site would occur.

### **Alternative 1**

Under Alternative 1, the proposed extension would occur primarily within the southern and western portions of the City Center area. South and east of Leary Way, the proposed extension would take place within a designated open space area. Adjacent land in this southern area is zoned CC-2. The roadway would result in a loss of part of the existing RTC open space parcel, and would divide this parcel in half. Existing stormwater treatment ponds on this parcel would also be affected.

West of Leary Way, the proposed roadway would largely follow the existing alignment of 159th Place NE and would widen this roadway to the west. Adjacent parcels west of Leary Way are zoned CC-5. Land uses adjacent to this area are primarily retail and commercial uses. Two businesses along 159th Place NE (Able

Safety Clean and the Redmond Carpet Store) would likely be displaced by the proposed Alternative 1 alignment. Under this alternative, approximately 3.7 acres of land would be acquired for the proposed project and converted to roadway facilities. Most of the project area is located on land zoned for City Center uses (zoning designations CC-1, CC-2, CC-4, CC-5, and CC-6), so most of this conversion would occur within these zones. Additionally, under this alternative approximately 10,644 square feet (0.25 acres) of land zoned for residential use would need to be acquired and converted to roadway facilities. No use of the King County shop site would occur. Table 3.10 identifies potential right-of-way acquisitions by parcel for each build alternative. Table 3.11 shows use of the King County shop site parcel.

**Table 3.10: Potential Right-of-Way Acquisitions by Alternative**

Parcel Number	Parcel Size (square feet)	Zoning	Amount to be Acquired (square feet)			
			Alternative 1	Alternative 2	Alternative 3	Alternative 4
0190south	638,154	CC2	14,088	2,128	2,128	2,128
0250	9,583	CC2	0	1,008	1,008	1,008
0260	611,146	CC2	87,716	4,235	3,252	4,235
9004	100,920	R30	8,677	0	0	0
9037	200,177	CC1	0	424	424	424
9073	31,533	CC1	0	31,533	31,533	31,533
9096	76,237	R30	1,967	0	0	0
0130	59,750	CC6	4,889	0	0	0
0080	27,032	CC1	2,549	0	0	0
9003	256,568	CC6	1,360	0	0	0
0120	35,000	CC5	2,388	0	0	0
0075	12,787	CC5	940	0	0	0
0070	83,200	CC2	0	7,356	7,356	7,356
0060	39,375	CC5	2,712	0	0	0
0200	87,556	CC2	0	22,258	22,226	22,226
0110	12,750	CC5	759	0	0	0
0105	12,750	CC5	794	0	0	0
0100	12,750	CC5	1,062	0	0	0
0050	26,250	CC5	768	0	0	0
0040	24,400	CC5	0	24,400	0	24,400
0045	16,000	CC5	0	16,000	0	16,000
0095	12,750	CC5	12,750	0	0	0
0090	15,000	CC5	15,000	15,000	0	15,000
9104	100,000	CC5	3,465	3,048	0	3,048
9107	167,270	CC4	1,155	1,155	0	1,155
9068	91,901	CC4	2,132	2,132	0	2,132
0005	13,200	CC5	3,539	3,539	0	3,539
0010	14,687	CC5	1,102	1,241	0	1,102
0020	15,062	CC5	795	1,053	0	795
0025	11,250	CC5	395	710	0	395
0030south	11,250	CC5	23	881	0	440
0035	14,511	CC5	0	1,310	0	1,066
9021	280,962	CC1	0	0	10,585	6,091
0030north	23,998	CC1	0	0	23,998	23,998
0190north	73,000	CC1	0	0	20,975	14,914
<b>Total (square feet)</b>			171,025	139,411	123,485	182,985
<b>Total (acres)</b>			3.93	3.20	2.83	4.20

Source: King County Assessors Records, 2004

**Table 3.11  
Use of King County Shop Site by Alternative**

Parcel Number	Parcel Size (square feet)	Zoning	Amount to be Acquired (square feet)			
			Alternative 1	Alternative 2	Alternative 3	Alternative 4
9026*	131,594	CC1	0	42,623	11,494	46,009
Percentage of Parcel Used			0%	32.39%	8.73%	34.96%

During construction, the primary impacts on adjacent land uses would occur from noise and dust associated with construction activities. Some temporary changes in access may occur along portions of Leary Way and 159th Place NE, which may impede travel to parcels served by the roadway in these areas. After construction, access would be improved and adjacent land uses would be expected to benefit from improved travel conditions.

### **Alternative 2**

Alternative 2 would affect more parcels than Alternative 1, because the proposed extension would use less existing right-of-way. The new roadway would be constructed closer to the BNSF Railroad than Alternative 1 and could affect parcels north and west of Leary Way. Adjacent parcels to the north are zoned CC-1 and parcels to the west are zoned CC-5. Approximately 2.5 acres of land would need to be acquired for this alternative, all of which would be from City Center zoned land. Approximately 42,623 square feet (32.4%) of the King County maintenance shop site parcel would be used by the new roadway. Remaining portions of the parcel would not support commercial construction, but could be used for park or open space (in conjunction with the BNSF Railroad corridor to the north and the heron rookery parcel to the south).

With Alternative 2, four buildings would likely be displaced: the Workshop Tavern along Leary Way and A & G Leasing, Redmond Carpet, and the abandoned Country Store along 159th Place NE. Construction impacts would be similar to Alternative 1.

### **Alternative 3**

Impacts for Alternative 3 would be similar to Alternative 2 south of Leary Way and between Leary Way and the BNSF Railroad. This alternative would also affect land uses north of the railroad where the proposed roadway would cross existing streets to connect with 161st Avenue NE. Parcels between the railroad and Redmond Way are zoned CC-1, and north of Redmond Way adjacent parcels are in the CC-3 and CC-4 zones. Approximately 2.8 acres of land would need to be acquired for this alternative, all of which would be from City Center zoned land. Approximately 11,494 square feet (8.7%) on the eastern end of the King County maintenance shop site parcel would be used by the new roadway. The remaining portion of the parcel could be used for commercial construction, or converted to park or open space.

Under Alternative 3, two businesses would be displaced by the proposed roadway improvements: the Workshop Tavern on Leary Way and the Thrift Store west of Brown Street. A portion of the Redmond Plaza and its associated businesses would also be displaced. This would include the B & B Auto Parts store in the center building and other adjacent businesses to the west. Businesses on the east side of the plaza could potentially remain after construction. Construction impacts would be similar to Alternative 2 and would extend to the area north of the BNSF Railroad corridor.

## **Alternative 4**

Alternative 1 would affect parcels and land uses north of the BNSF Railroad and west of Leary Way. They would be similar to impacts in these areas that would occur with Alternatives 2 and 3. Most of the parcels adjacent to this alternative are under the CC-2, CC-1, and CC-5 zoning designations. Approximately 3.5 acres of land would need to be acquired for this alternative, all of which would be from City Center zoned land. Approximately 46,009 square feet of the King County maintenance shop site parcel would be used by the new roadway. Remaining portions of the parcel, although discontinuous, could be converted to park or open space in conjunction with the BNSF Railroad corridor and the heron rookery parcel.

Under Alternative 4, five buildings would be displaced by the proposed roadway: the Workshop Tavern, A & G Leasing, Redmond Carpet, the abandoned Country Store, and the Thrift Store. Business displacements at Redmond Plaza, as described for Alternative 3, would also occur. Construction impacts would be similar to Alternatives 2 and 3, but would occur in a greater portion of the overall project area because the roadway extension would extend both west and north.

## **Mitigation Measures**

Local residents and businesses would be given advance notification of construction schedules and potential travel delays or disruptions.

Where right-of-way acquisition would be needed from adjacent parcels, the City would work with property owners to minimize disruptions to current land use activities. Property acquisition would be compensated at fair market value.

Dust and noise impacts during construction would be mitigated as described in the *Air Quality* and *Noise* sections.

## **Significant Unavoidable Adverse Impacts**

Where property would be acquired for construction of any of the build alternatives, land would be converted from existing uses to roadway facility uses. This would result in the potential loss of land currently zoned for commercial use in the project area.

## **Hazardous Materials**

This section summarizes information provided in the following reports:

- Camp Dresser & McKee, Inc. (CDM), 2001. *Phase I Environmental Assessment (Phase I EA)*, prepared for the City of Redmond Public Works Department;
- CDM, 2002. *Phase II Environmental Assessment (Phase II EA)*, prepared for the King County Division of Capital Planning and Development, Department of Construction and Facility Management; and
- Farallon Consulting LLC (Farallon), 2002. *Summary of Subsurface Investigation Results and Preliminary Remediation Cost Estimate, City of Redmond – Leary Way Property*, prepared for the City of Redmond Public Works Department.

Information from these reports and a field review of existing property uses identified several existing hazardous materials sites located along the proposed alternative alignments (see Figure 3.8).